

U-Boat Sinks Nine Ships Off Nantucket; Two Other Raiders Seen Aiding U-53

CAPITAL SEES U. S. TRADE AT U-BOAT MERCY

Nation's Interests Demand Blockade Halt, Officials Say.

FEAR VIOLATION OF NEUTRALITY

Raider Should Have Been Interned, Allies Will Contend.

GERMANY PLEDGED OBSERVANCE OF LAW

The German government in a note to the United States dated May 5, 1916, said:

The German government notifies the government of the United States that German naval forces have received the following order: "In accordance with the general principles of visit and search and the destruction of merchant vessels recognized by international law, such vessels, both within and without the area declared a naval war zone, shall not be sunk without warning and without saving human lives, unless the ship attempts to escape or offers resistance."

(From The Tribune Bureau.)

Washington, Oct. 8.—The United States is faced with a new and serious problem in the exploits of the German war submarine U-53, officials admitted to-night.

Regardless of the circumstances of the individual attacks, the principle that a foreign war vessel may establish what amounts to a blockade of American ports is one that is held to demand immediate rejection by this government. American interest, it is declared, demands drastic action to end the virtual blockade attempted. The State Department to-night would give no indication of its probable action. Despite the fact that the prime question this time is not one of facts but of principle, the familiar "waiting for the evidence policy," which prevailed during the submarine campaign of 1915, is apparently being followed.

See Trade Paralyzed.

Officials were stirred by reports that shipping had been crippled by the U-boat's presence. Visions of a possible paralysis of foreign trade were called up by the reflection that if Germany can send one submarine to prey on American shipping virtually under the guns of our fortifications she can send twenty or fifty.

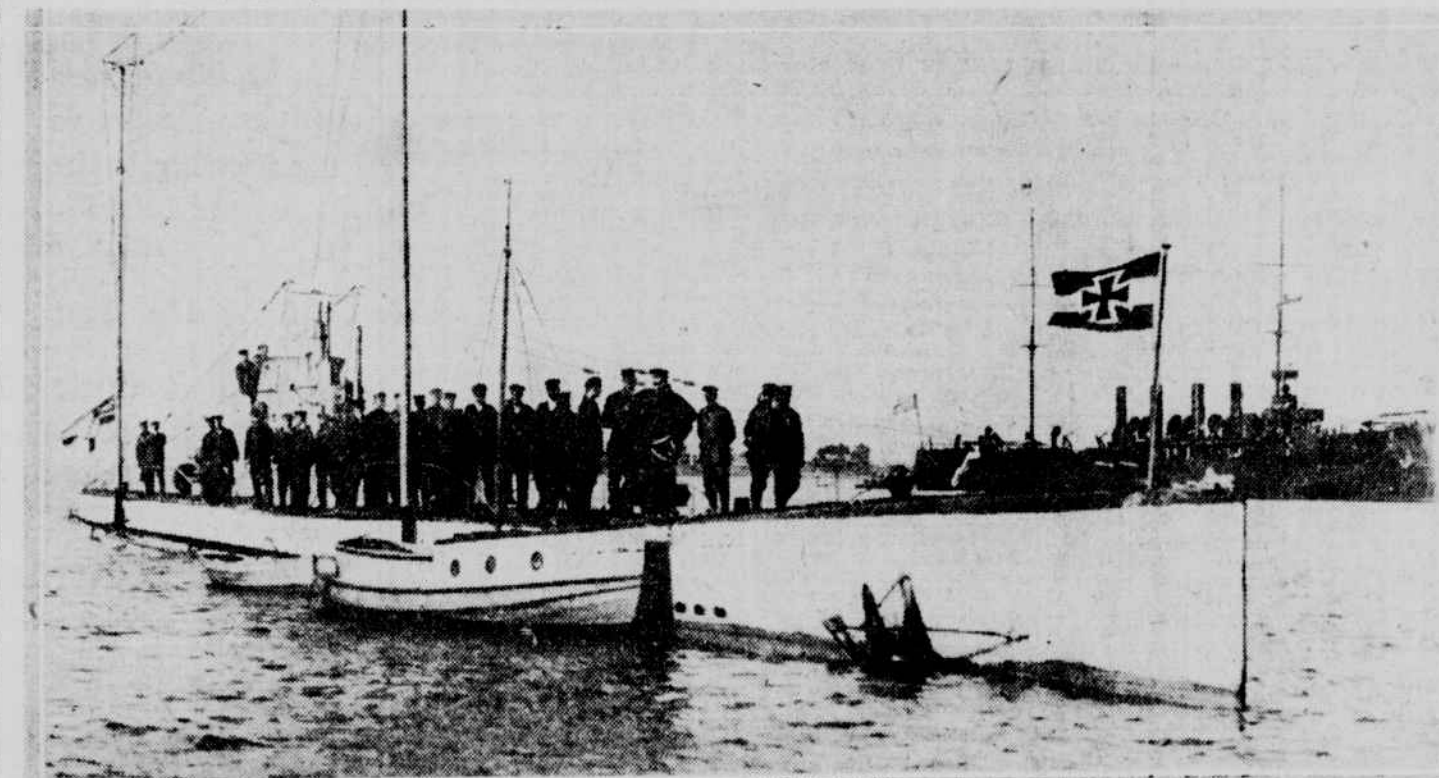
Should the United States acquiesce in the new submarine policy of the German government it would be tantamount, it is declared, to sacrificing the transatlantic trade of the country, to say nothing of the menace to American lives that is contained in such attacks as that on the passenger liner Stephano.

Following its argument in the Deutschland case, the British government will, it is believed, attempt to hold the United States responsible for the sinkings. The departure of the U-53 yesterday from the port of Newport may be held by the Allies to constitute a breach of American neutrality. It was pointed out to-night that Sweden, Norway and Spain had forbidden the use of their ports to submarines.

Cannot Control Submarines.

The reason for this is the belief that a neutral nation is powerless to control submarines to respect neutrality laws. They may submerge within territorial waters and remain there beyond the limits of twenty-four hours. The United States, according to this doctrine, the United States should have interned the U-53 immediately on its arrival in Newport, without conceding it the privilege of ordinary vessels of war. If the Allies carry this point this government would be obliged to indemnify the owners of the ships and cargoes that suffered.

U-53 IN NEWPORT JUST BEFORE SHE BEGAN ATLANTIC COAST RAID.



This picture of the armed German submarine was taken during her three-hour stay in Newport Harbor after seventeen-day trip across the Atlantic.

WILSON WAITS FULL DETAILS

No Indications Yet of Complications Over Raid

Long Branch, N. J., Oct. 8.—President Wilson and government officials here expressed deep concern to-night over the sinking of the steamships off the American coast by a German submarine, but up to a late hour no official word has been received indicating that international complications would follow.

The government officials were plainly worried over the situation and made efforts to get all information obtainable as quickly as possible. It was stated that the President would pay no attention to preliminary meagre reports, and would keep his mind open until definite information is supplied through official sources.

The questions of Administration officials centered around whether any Americans had been lost and whether the vessels were warned in accordance with international law. It was stated that a thorough investigation would be made, but that no hasty action would be taken.

With the receipt of word of the sinking of the vessels so near the American coast additional importance was attached to the visit here to-morrow of Count von Bernstorff, the German Ambassador. While the engagement of the ambassador with the President was made to enable him to give Mr. Wilson a personal letter from the German Emperor on Polish relief, it was granted that the activities of the German submarine would be discussed.

Count von Bernstorff will see the President at 2 o'clock in the afternoon.

The German Ambassador has carried on all his negotiations over submarine warfare through Secretary Lansing and Counselor Polk of the State Department, and it was thought unlikely here that the President would do anything to change this method of procedure.

U-53 HIT TRANSPORT ON TRIP, CREW SAYS

"Didn't Wait" After Firing Torpedo, Germans Report.

(By Telegram to The Tribune.)

Newport, R. I., Oct. 8.—Colonel Ernst Voigt, German born, but an American citizen, says he is certain the crew of the U-53 thought they were going home at once. Colonel Voigt was one of the scores who were permitted aboard the U-53 while she lay at anchor in the harbor and delighted the sailors by his ability to converse with them in their native language. They said they wanted some American coins to take back as souvenirs.

Americans Saved as Stephano Sinks

All Rescued, Torpedo Boat Destroyer Balch Reports—Newport's Social Set Prepares to Care for Survivors.

Newport, R. I., Oct. 8.—Seventy-three first and second cabin passengers, most of them American tourists who spent the summer in Newfoundland and other Canadian maritime provinces, were on board the British steamer Stephano, which was sunk, supposedly by the German submarine U-53, off Nantucket Lightship at 4:30 this afternoon.

As soon as Rear Admiral Knight, commandant of the Narragansett naval district, announced that several destroyers were on their way to this port with the passengers and crew, members of the social set were prompt to extend offers to care for as many of the refugees as possible.

Among those who have tendered the use of their summer homes in caring for the passengers, a large number of whom are residents of New York, were Mrs. Robert L. Beekman, wife of Governor Beekman, and Mrs. French Vandebilt.

So many offers were received, Admiral Knight declared, he was sure more than ample quarters and comforts would be afforded.

May Stay on Warships.

He added that the survivors would be made as comfortable as possible on the warships, and probably would be allowed to remain aboard if they so desired, although this was a question for Rear Admiral Cleaves to decide. The destroyer Balch, with survivors aboard, is now close to port.

"I am standing by," said Admiral Knight, in sailor-like phrase, telling of the preparation made to care for the survivors. "Automobiles have been commandeered to carry those able and wishing to travel to any point which they may designate. For the rest accommodations have been provided at the naval hospital, the training station and the torpedo station. Great tanks of coffee have been steaming for the last hour in readiness."

The Balch reported the loss of the liner by radio to the naval station here, stating that the ship had been torpedoed. The message from the destroyer said the crew was safe aboard the Balch, but made no mention of the passengers, who, it was thought here, were also taken care of. Confirmation of their rescue was contained in a later message sent here.

Was in the Regular Service.

The Stephano was in the regular service of the Red Cross Line and was bound from St. John's, N. F., to New York. She was due in New York to-morrow morning.

The sale of the Stephano to the Russian government, which had planned to use her as an ice breaker, was recently announced. Her sister ship, the Florin, had also been sold to Russia for ice work.

Smith had taken the outside course in rounding Nantucket Lightship and fallen into the grip of the undersea raider. Ordinarily the Stephano takes the inside course, if the weather is favorable. This takes her in water too shoal for a submarine to work in effectively and brings the ship within easy reach of the neutral three mile limit.

At this time of the year, however, the nights are apt to be foggy and to avoid navigating in thick weather near shore in a well-travelled shipping lane the Stephano, it is thought here, steamed directly into the submarine's trap.

List of Passengers Aboard Stephano

St. John's, N. F., Oct. 8.—The destruction of the Red Cross liner Stephano caused a shock in this city. The liner carried seventy-three passengers, most of them Americans. Twenty-nine of the passengers were excursionists, making the round trip from New York, and there is no record in the company's office here of their names. The known passengers sailing for New York were:

Mrs. A. E. Butler.
Mrs. M. Gosse.
Mrs. R. Driscoll.
Mrs. J. M. Madden.
Mrs. Kain and child.
Mrs. M. Brien.
Charles Evans and wife.
A. Carew Evans, wife and child.
Mrs. H. Rowe and child.
Mrs. V. Gushue Wilson.
Miss Squires.
Miss H. Tremblott.
Miss J. Feltman Anderson.
Miss Mary Doyle.
Miss J. Kane.
Miss B. Hickey.
Miss Kate Longdrigan.
Miss M. Griffin.
Miss A. Norris.
Miss Anna Conway Cutter.
Miss V. Meyers.
Miss E. White.
Miss M. Kennedy.
Miss Wilson.
Miss L. Howley.
Miss Saunders.
A. Lawlor.
H. Halliday.
C. McGrath.
S. Shephard.
M. Curnew.
F. Fitzgerald.
P. Forry.
M. H. Foster.
John Fewer.
E. A. Tag.
Dr. Andrews.
Dr. V. P. Burke.

Stephano Carried Many Children, Agent Tells

C. W. Bowring, head of Bowring & Co., Limited, local agents of the Red Cross Line, owners of the sunk steamship Stephano, received a reassuring message over the telephone last night from the commandant of the Newport training station saying that 133 of the lost vessel's passenger complement and crew were on board the United States destroyer Balch and were due at Newport at 2 this morning.

TALK OF HIDDEN U-BOAT BASES

Navy Men Believe Merchant Subma- rines Give Aid.

Washington, Oct. 8.—Half a dozen ships destroyed practically within sight of the shores of the United States, while American warships hovered near to take off the victims, aroused reports here today of German bases and convoys. One renewed report was that large quantities of fuel oil had been submerged at points in the Gulf of Mexico, on the coast of Maine and on the Canadian coast.

A conjecture which was generally accepted as among the most likely possibilities was that the submarine or submarines are accompanied by merchant submarines of the Deutschland and Bremen type, loaded with torpedoes and ammunition.

Many officials leaned to that view, and pointed out that one submarine, 3,000 miles from a base, would scarcely have spent torpedoes so prodigally as did Commander Rose to-day unless there was more than one submarine. Naval officials thought it possible that one submarine could have done today's work unaided, but they leaned strongly to the theory that probably a flotilla of Germany's newest U-boats is off the coast.

It was suggested in some quarters that the German Embassy, while disclaiming any information, said they suspected there was more than one submarine. It was openly declared here to-night that today's operations mark the opening of an organized campaign in the waters adjacent to America against all commerce of the Allies in general, and especially vessels carrying munitions of war. It is expected that attacks also will be directed at transports carrying troops from Canada and at British and French warships on patrol duty off the coast.

HOLLAND MAY PROTEST SINKING OF GRAIN SHIP

Bloomersdijk Carried \$500,000 Cargo for Netherlands.

The steamship Bloomersdijk, sunk by the U-53, carried a crew of fifty men and a cargo of grain valued at \$500,000, consigned to the government of The Netherlands, according to W. Van Doorn, an official here of the Holland-America Line.

He intimated that international complications might arise.

Mr. Van Doorn declared there was no contraband on board. He said the ship itself was worth \$1,500,000 and that the freight she carried was about 9,000 tons.

U-53 ON SCOUTING TRIP, BERLIN SAYS

Journey Across Atlantic for "Reconnaissance."

Berlin, Oct. 8.—The Wolf News Bureau announces that the German submarine U-53 was on a reconnaissance trip across the Atlantic when she entered Newport. The news agency says it understands the U-boat left Newport without replenishing her fuel supply or taking on other material.

AMERICANS ABOARD ONE LINER; NO LIVES LOST

Destroyers, Rushed from Newport, Bring in 256 Persons—One Report Is That Many Are Missing.

(From a Staff Correspondent of The Tribune.)

Newport, R. I., Oct. 8.—Nine unarmed merchant vessels, one a passenger ship with Americans aboard, were sent to the bottom to-day by one or more German submarines within a radius of thirty miles of Nantucket Lightship. The liner, the Stephano, of the Red Cross Line, and the Strathdene were torpedoed. The others were sunk by gunfire or explosives, or were scuttled by boarding parties.

Two other submarines aided the U-53.

One was a Dutch ship, one a Norwegian, the others were British.

Two hundred and fifty-six survivors, including thirty-five women and ten children, reached Newport Harbor late to-night on United States destroyers, which put to sea when word came of the first sinking. The Ericsson has eighty-one, among them all the women and children; the Drayton, sixty-eight; the Benham, thirty-six, and the Jenkins, seventy-one.

An officer of the Drayton declared that many were missing.

It was at first believed, due to the fact that all the attacks were made within a few miles of the Nantucket Shoals Lightship, that only one submarine was at work. That one was naturally thought to be the U-53, which gained its fame by cruiser-sinking exploits in the Dardanelles and its latest glory by calmly popping up in Narragansett Bay, off Newport, yesterday.

But it was authoritatively stated to-night that at least two submersibles had been at work. Captain Blanchard, of the lightship, which is anchored thirty miles off the east coast of Nantucket Island, 100 miles from here, wirelessly that the U-boats had operated so close to his station that he had been able to make out two of them. One, naval officers of the Newport station have no doubt, is the U-53.

The ships destroyed were:
STRATHDENE, British freighter, 4,321 tons; New York for Bordeaux.
WEST POINT, British freighter, 2,413 tons; London for Newport News.
STEPHANO, British passenger ship, 2,143 tons; Newfoundland for New York.
KINGSTON, British freighter; destination unknown.
BLOOMERSDIJK, Dutch steamship, 3,201 tons; New York for Rotterdam.
CHRISTIAN KNUDSEN, Norwegian tank steamer, 2,583 tons; New York for London.

So far as known, not a life was lost, though the crew of the Kingston is not accounted for. When the United States steamship Kansan first flashed the word that the war had crossed the Atlantic destroyers all along the coast were ordered prepared to sail at a moment's notice. The Kansan, which carried a cargo of steel for the Italian government, was stopped, but allowed to proceed.

From 6 o'clock in the morning until long after the hunter's moon gathered brilliancy in the dusk the U-boats sought their prey. They found it good hunting.

The Strathdene was the first. It was just 6 o'clock; the ship was off Nantucket. Her crew took to the boats and made Nantucket Lightship while the U-boat sent the freighter to the bottom with a torpedo.

AMERICANS ON BOARD THIRD VICTIM.

Four hours and forty-five minutes later the West Point fell a victim in the same vicinity.

It was not until half-past four in the afternoon that the Stephano, a Red Cross liner plying between New York, Halifax and St. John's, Newfoundland, and familiar to hundreds of big game hunters and anglers, and carrying many Americans among her hundred passengers, came snoring down the fatal sea lane. Somewhat to the southeast of Nantucket the U-boat broke ambush. Late to-night the Stephano was reported still afloat, but sinking. After this trip she was to have been turned over to the Russian government as an ice-breaker.

The Kingston, a boat which is not mentioned in marine registers and may be the Kingstonian, met her fate at 6 p. m. The Bloomersdijk, which sailed from New York yesterday for Rotterdam, and the Christian Knudsen, which sailed on the same day for London, met the same end.

VICTIMS LANDED AT NEWPORT.

Passengers and sailors from all boats except the Kingston were taken aboard United States destroyers, which time and again started for Newport with their salvaged humanity, only to be turned back by another message announcing the sinking of a ship. The Stephano carried 140 persons, all of whom were landed in Newport by the Drayton. The Strathdene's survivors also were taken from the lightship by a destroyer.

The wireless spread the alarm over hundreds of miles of sea, and up and down the coast merchant ships of the Entente Allies scurried for the shelter of the three-mile limit. The Stephano was among those that caught the warning, and she had left the outside course for safer waters when the U-boat intercepted her some distance from her goal.

Throughout the day and up to late to-night none of the